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**Maintenance**

**AIRCRAFT COWLING AND PANEL LIFE EXTENSION PROGRAM**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This operating instruction (OI) prescribes local responsibilities and procedures for life extension of aircraft cowlings and panels. This OI is applicable to the 16th Logistics Group.

1. The purpose of this OI is to extend the usable life of aircraft cowlings and panels until a new asset is acquired. Through identification, tracking, and engineer-assisted repair, downtime caused by these critical parts can be minimized.
2. When 16 EMS Fabrication Flight receives a cawling or panel that exceeds the repair standards listed in applicable technical order (T.O.) or the estimated cost of repair exceeds the procurement cost, they will request assistance from the on-station depot engineer. The engineer will evaluate the cawling or panel condition and determine if further repair is feasible. If repairs are recommended, the engineer will provide specific instructions that will certify airworthiness when the repair is complied with.
3. Historically, these cowlings, known as "red dot cowlings," have been repaired repeatedly and returned to the aircraft. In order to track future life-extended cowlings, use the following procedures:
  - 3.1. Structural Maintenance will:
    - 3.1.1. Assign a serial number and paint it on the inside of all life-extended cowlings and panels brought in for repair.
    - 3.1.2. Maintain a database to track repairs for each cawling.
    - 3.1.3. Request engineering assistance in accordance with OI 21-5 prior to starting any repair action that exceeds the authorized repairs listed in applicable T.O.
    - 3.1.4. Contact owning workcenter and have them order a replacement prior to starting repair.
    - 3.1.5. Enter replacement part document number into the cawling repair database.
    - 3.1.6. Identify life-extended parts by painting a 2 inch red dot on the exterior of the

cowling, along with the month and year that the condition was determined.

3.2. On-site engineer will:

3.2.1. Determine if life extension is feasible.

3.2.2. Provide structural maintenance personnel with repair instructions.

3.3. Owning workcenter will:

3.3.1. Requisition a replacement part from Base Supply and provide the delivery disposition and document number to Structural Maintenance prior to any repair action.

3.3.2. Since the repair is only temporary, the replacement cowling must remain in MICAP

status (PMC or NMCA) and not be downgraded.

3.3.3. As downtime permits, route all currently red-dotted cowlings (identifiable by a 2 inch red dot) through structural maintenance personnel for reevaluation.

KENT A. MUELLER, Col, USAF  
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